

# Coast Guard

Shield of Freedom



November  
2004



## BUSTING THE RECORD

**The Coast Guard experiences an historic year of  
keeping illegal drugs from reaching America's shores**

Hurricane Ivan



Deep Sea Dive



Eagle Exec.

# Heroes

## The world's best Coast Guard

CMDR. RICHARD BURKE



In 1944, Cmdr. Richard Burke, commanding officer of Air Station Elizabeth City, was awarded a Gold Star in lieu of a second Distinguished Flying Cross by Secretary of the Navy Frank Knox for daring air-sea rescues.

Burke flew many courageous hospitalization and rescue missions during World War II. One of the most famous was when he rescued and took prisoner seven survivors from the German U-Boat Degen, which was sunk July 7, 1942.

The rescue was 130 miles out to sea after the Germans had been adrift in the water for two days and nights.

When picked up by Burke, the U-Boat survivors were in a state of craze from sunburn and thirst. They had escaped from their sinking U-Boat by means of an early scuba device known as a Thomsen lung.

Story and photo courtesy Coast Guard Historian



# Coast Guard

U.S. Department of Homeland Security



## Features

### 12 Hurricane Ivan

By PA3 NyeoLyno Cangemi, 8th Dist.

In the aftermath of the fourth major storm to hit the Southeast, Coast Guard units restore order and repair devastation.

### 18 Maintenance beneath the waves

By Lt. Cmdr R.J. Wester, CG Liaison, 3rd Fleet, USN

The 14th District's mobile dive teams travel far, wide, and deep to maintain aids to navigation.

### 22 Eagle executive

By PA2 A.R. Rask, Coast Guard Reserve

Lt. Cmdr. Andrea Marcille becomes the first woman to serve as executive officer aboard the CGC Eagle.

November 2004



#### ON THE COVER

A photo montage of the Coast Guard's historic, record-breaking year of drug seizures.

Montage designed by  
PA2 Ron Spellman,

## Departments

### 6 News Beat

### 26 Log book

Check out Coast Guard magazine on the Web.  
[www.uscg.mil/magazine](http://www.uscg.mil/magazine)

**SPEED CHASER** Personnel from Station Brunswick practice chase maneuvers in their new 25 foot Homeland Security boat near Savannah, Ga.

Photo by PA3 Beth Reynolds,  
PADET St. Petersburg



Homeland  
Security







# UP FRONT

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## UP FRONT

### SAILS ARE DOWN

A cadet climbs down the shrouds aboard the CGC Eagle as the sun sets on an evening call to douse sails during the cutter's 2004 summer deployment.

PHOTO BY PA2 A.R. RASK,  
COAST GUARD RESERVE









## UP FRONT

### JUST HANGING OUT

Coast Guard officer candidates stand on the shrouds aboard the CGC Eagle during the cutter's 2004 summer deployment.

PHOTO BY PA2 A.R. RASK,  
COAST GUARD RESERVE

"We are hitting the cartels where it hurts." — Michele Leonhart, DEA

## CG breaks cocaine seizure record



Bales of cocaine aboard the fishing boat *Lina Maria*, intercepted in the eastern Pacific Ocean Sept. 17.

WASHINGTON, Sept. 30 — Two recent drug seizures capped a record year in which the Coast Guard seized 240,518 pounds of cocaine, shattering the previous record of 138,393 set in fiscal year 2001.

The Coast Guard made the largest single cocaine seizure in its history when Coast Guard and Navy forces discovered more than 30,000 pounds of cocaine aboard the fishing vessel *Lina Maria* approximately 300 miles southwest of the Galapagos Islands Sept. 17.

Law Enforcement Detachment 108, part of the Pacific Area Tactical Law Enforcement Team in San Diego, embarked on the USS *Curts*, made the record seizure on the *Lina Maria*, which involved an attempted gun grab by a suspected smuggler. He was quickly subdued, and 10 crewmembers were taken into custody. Members of the LEDET discovered six hundred bales of cocaine in a sealed ballast tank.

A second Coast Guard and Navy team intercepted the *Lina Maria*'s sister ship, the fishing vessel *San Jose*, 500 miles west of the Galapagos Islands and seized an additional 26,250 pounds Sept. 24.

Members of LEDET 105, also with the Pacific Area TACLET and

deployed aboard the USS *Crommelin*, boarded the vessel and uncovered nearly 530 bales hidden in the fish hold under layers of ice and rotting fish. Eight crewmembers were taken into custody.

"We are hitting the cartels where it hurts," said Michele Leonhart, deputy administrator for the Drug Enforcement Administration, during a press briefing

held at Coast Guard headquarters Sept. 27. "These record-breaking seizures are the equivalent to withdrawing \$500 million from the accounts of Columbian and Mexican cartels."

According to Leonhart, the 30 tons seized between Sept. 17 and Sept. 27 would be enough to provide nine cocaine fixes to every American citizen.

"Our transition from routine boarding procedures to a more focused and aggressive nighttime posture has caught our enemies literally sleeping," said Cmdr. Mark Ogle, commanding officer of the Pacific Area TACLET. "I'm proud of our teams and the interservice and interagency teamwork that led to these busts. We're not finished."

During the news briefing attended by Homeland Security Under Secretary Asa Hutchinson and senior officials from the DEA, FBI and Office of Drug Enforcement Policy, Adm. Thomas H. Collins said intelligence had been the key to both seizures and the record year overall.

"Vastly improved intelligence sharing, more coordinated operations with our enforcement and intelligence partners, and better resources means our cutter and

aircraft crews are increasingly finding themselves in the right place at the right time with the right capabilities to detect and intercept any threat."

Coordinated operations in the interdiction of the *Lina Maria* began with intelligence gathered by U.S. Immigration and Customs Enforcement, FBI and DEA as part of the Department of Justice's Operation Panama Express. Information about the *Lina Maria*'s transit was passed to Joint Interagency Task Force South, where orders were given to send Navy, ICE and Coast Guard aircraft to locate the smuggling vessel. An ICE aircraft spotted the vessel and guided the USS *Curts* in for the intercept.

The *San Jose* was taken down in much the same way.

"We are very fortunate to be capitalizing on the good work done by our interagency partners and the Coast Guard men and women that came before us," said Lt. Cmdr. Joe LeCato, assistant chief of interdiction for the Coast Guard. "Their work helped us acquire new and more capable equipment, negotiate better bilateral agreements with our partner nations, and benefit from the maturing Panama Express drug trafficking investigation in south Florida."

Coast Guard cutters, LEDETs and the Helicopter Interdiction Tactical Squadron were involved in 100 drug enforcement events involving cocaine or marijuana, seizing 71 vessels and making a record 326 arrests during the year.

Cutters dedicated 66,266 hours to the drug interdiction mission, and HITRON flew 677 interdiction sorties. LEDETs were involved in more than half of Coast Guard cocaine seizures for the year.

PAC Paul Rhynard, G-IPA



## Coast Guard

America's  
Shield of Freedom

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**PAC Elizabeth Brannan**  
Editor  
**PA1 Jacquelyn Zettles**  
**PA2 Joe Patton**  
**PA2 Ron Spellman**  
Assistant Editors

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## Peas in a pod

**VIRGINIA BEACH, Va., Sept. 30** — Two newly acquired 179-foot Coast Guard cutters lie in anchor at the Naval Amphibious Base, Little Creek here today. The CGC Thunderbolt and CGC Tornado were recently transferred from the Navy to the Coast Guard. They will be transiting to their new homeport, Pascagula, Miss., for commissioning in December. They will be used primarily for law enforcement operations.

Photo by PA3 L.F. Chambers, LANTArea

## WEBHOT!



<http://www.uscg.mil/d7/units/grustpete/antstpete>

Coast Guard Aids to Navigation Team St. Petersburg, Fla., has been one of the busiest ANTs in the Coast Guard in recent months as a result of the incessant hurricanes. Though they have recently been working overtime, their job to maintain, restore and repair the aids to navigation in certain Florida waterways is year round.

Visitors to the site can learn of the ANT's history, including

the unit's response to many hurricanes that have hit Florida over the years.

Their Web site also gives an overview of their primary mission and discusses other missions to which they could be called; search and rescue, tower rescue, maritime law enforcement, port security and environmental response.

The site serves as a resource for local mariners interested in learning about the area's waterways.

Additionally, the ANT site includes photos, information on area lighthouses and links to other Coast Guard resources.



Think your Web site is unique?

E-mail the URL to  
[jzettles@comdt.uscg.mil](mailto:jzettles@comdt.uscg.mil)



## Harbor patrol

**BOSTON, Sept. 16**

A 25-foot Homeland Security boat from Station Boston provides a security escort today for the liquefied natural gas tanker Matthew in Boston Harbor. Escorts of LNG Tankers are a multi-agency priority, consisting of Coast Guard, local and state police, and Massachusetts Environmental Patrol.

PA3 Kelly Newlin,  
1st Dist.

# Around the world, around the clock

The Coast Guard transported a Deming, Wash., man Oct. 13 for boating under the influence of alcohol in Peavine Pass, a waterway on the south side of Obstruction Island, Wash. Station Bellingham diverted a 27-foot utility boat from patrol to assist. After initially refusing, the master of the vessel agreed to take a breathalyzer test which indicated he was over the legal limit.

The Coast Guard in the 13th District and Washington State Department of Ecology established a unified command to coordinate response to an oil spill of unknown origin in the Commencement Bay/Vashon Island area Oct. 14.

A Coast Guard rescue helicopter evacuated a Chinese national with a broken knee from a ship 370 nautical miles southeast of Norfolk, Va., Oct. 14. Qing Jie Chu was injured Oct. 13 when the motor vessel Shan-Hai hit a large wave, causing a wood board to hit his knee.

Coast Guard Pacific Area commissioned a new Maritime Safety and Security Team (MSST 91111) Oct. 2 at the Port of Anchorage, Alaska. Vice Adm. Harvey Johnson, PACArea commander was the presiding official for the ceremony.



The crew of an Air Station Savannah HH-65B Dolphin returned Oct. 13 from a successful 30-day law enforcement deployment in the Caribbean Sea. The five-man crew was deployed aboard the CGC Northland, a 270-foot medium endurance cutter homeported in Portsmouth, Va., and conducted counter drug operations in support of Joint Interagency Task Force - South.

**FY'05**  
**By the numbers**  
compiled Oct. 29

LIVES SAVED: 432  
Marijuana: 1,412 pounds  
Cocaine: 23,361 pounds  
Migrants: 436

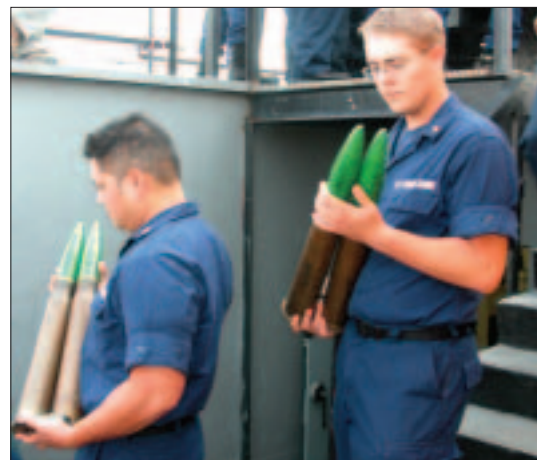
SOURCE: G-IPA-2



# CG students test new 57mm



Load testing of the 57mm at the Naval Surface Warfare Center, Dahlgren, Va., took place Sept. 24. The older 76mm is located behind the 57mm.



GM1 James Clarin (left), an instructor at MK "C" school and GM3 Michael Sanders, of the CGC Hamilton, assist in offloading projectiles as part of the Human Systems Integration training.

**DAHLGREN, Va., Sept. 24** — Members of the Coast Guard and Navy DDX program conducted a day of Human Systems Integration testing on the MK 110 Mod 0/57mm gun at the Naval Surface Warfare Center here today.

HSI is the technical process of integrating the five HSI domains, including human factors engineering, personnel manpower, training, systems safety, and health hazards. HSI ensures that the following fundamental question is asked early and answered during the acquisition life cycle process: "Can these operators, using this equipment, under these conditions, with this training, accomplish their mission?"

To assist in the testing, 16 Coast Guard students and staff members from MK 76 gun "C" school at Training Center Yorktown, Va., provided the manpower and conducted hands-on training with the new equipment.

"Each test team member provided valuable input on every facet of testing and system operation," said Lt. Tim Hackett of Deepwater Sponsors Representative's office. "The testing was demanding not only during the test procedure, but also the time in-between each evolution to collect data. Years from now, each participant will see improvements made to the 57mm ammunition container and system loading procedures as a result of their input."

The students who volunteered to assist with the training experienced first-hand the capabilities of the 57mm and how it will help shape the Coast Guard's future. The volunteers manually loaded and unloaded the 57mm gun, demonstrated the ability to control the gun mount using secondary control systems, and confirmed proper operation and procedures for misfire.

"The 57mm seems easier to work with since there is a lot more room to work in compared to the 76mm," said GM3 Stephanie Mendola of the CGC Gallatin, who is attending school at TRACEN Yorktown. "The gun is convenient to work with, plus the huge rear door and

two side doors really create a lot more light compared to the one small hatch on the 75mm."

Although the design is new for the Coast Guard, it is not new technology.

"It's an upgraded variation of a WWII original gun of the 1940s," said GMC Dan Wilbert, an instructor at the training center. "One of the items I recommend changing is the warning alarm. It only sounds as the gun moves, but there is no pre-warning sound in case anyone is standing near the gun mount. And when I say the gun moves, I mean it snaps into place fast."

When it comes to those who will be working closest with the 57mm gun, those in the field will have the last word. The students from Yorktown glimpsed the next generation of guns for our cutters, but in the end, had to return to the 76mm school to complete their training. Despite the recall to reality, most students reverberated the same message.

"This is a huge upgrade from the 76mm," said GM3 Robert Boyer, stationed at the Armory Department in Ketchikan, Alaska. "As far as maintenance and accuracy of the new weapon, the all-around ability is a lot easier to handle compared to our current armament. I'll definitely look forward to working on the 57mm gun."

While the TRACEN team trained on the 57mm gun, members from the Navy DDX Close-In Gun System also watched the testing very closely. Five members from the Navy expressed key interest in the abilities of the 57mm gun.

"It's nice to know we're in the forefront making assessments for future generations," said GM2 Jude York, an instructor at TRACEN Yorktown.

The 57mm guns will be mounted onboard the forthcoming Coast Guard Maritime Security Cutters Large and Medium.

Story and photos by PAC Jeff Murphy,  
USCG Integrated Deepwater System

## New fiscal year starts off with a bang 4,000 pounds of cocaine seized in Caribbean



Gunners aboard the CGC Gallatin set fire to a boat that was found laden with drugs.

**MIAMI, Oct. 2** — Crews from the CGC Gallatin and Helicopter Interdiction Tactical Squadron made a 4,000-pound cocaine bust today in the Colombian basin and detained four suspect smugglers from a go-fast vessel.

This bust is the first one of the new fiscal year, which began Oct. 1 and follows a record-shattering year in 2004 with more than 240,000 pounds of cocaine seized in the Eastern Pacific and Caribbean.

The 40-foot drug-smuggling go-fast was spotted by Gallatin's embarked MH-68 Sting Ray helicopter crew in international waters at about 4:45 p.m. As soon as the crew aboard the go-fast knew they had been spotted, they began throwing bales overboard, and a chase ensued.

The helicopter's crew gave the go-fast multiple visual and verbal warnings to stop, but they were ignored. Eventually, the Sting Ray fired warning shots and disabled all three outboard engines on the go-fast.

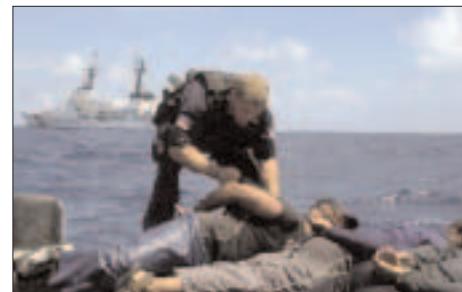
A boarding team from Gallatin was deployed in its over-the-horizon pursuit boat. Once on scene with the go-fast, they attempted to establish the nationality of the vessel, but the suspected smugglers would not provide one. As a result, the vessel was determined to be stateless and subject to U.S. jurisdiction. A boarding commenced, and the four men were eventually taken into Coast Guard custody.

The crew of the Gallatin recovered 68 of the dumped bales, each weighing between 50 and 75 pounds, which tested positive for cocaine.

"This drug bust was a success due to the professionalism and effective teamwork between Gallatin, its high speed boat crew, its deployed armed helicopter crew and



*Top:* Fireman Rees Evans searches a suspected drug smuggler before transferring him to the CGC Gallatin. *Right:* ET2 Tim Manske prepares to remove a suspected smuggler from a sinking smuggling boat.



the Operation Centers of the Joint Interagency Task Force South in Key West and the Seventh Coast Guard District in Miami," said Capt. Michael Parks, commanding officer of the Gallatin.

Drug seizure totals in the Caribbean were nearly doubled this year from 2003, with 57,000 pounds of cocaine and 23,500 pounds of marijuana being seized in 38 separate smuggling events.

These successful counter-drug operations are the result of coordination by Joint Interagency Task Force South, DEA, FBI, U.S. Immigration and Customs Enforcement, U.S. Customs and Border Protection, the Departments of Justice, State and Homeland Security, and cooperation from several international partners.

Story by PA2 Anastasia Burns, 7th Dist. and photos by PA2 Donnie Brzuska, LANTArea.



## OCS students dedicate gift to DC3 Bruckenthal

NEW LONDON, Conn., July 12 — The students of OCS class 2-04 dedicated their graduation gift to the memory of DC3 Nathan Bruckenthal and presented his family with their shadowbox here today.

Traditionally, every graduating OCS class presents the staff with a gift signifying their appreciation and personal contribution to the program. Class 2-04 decided that their gift would be a shadowbox in memory of the Coast Guard's latest fallen hero. Ensign Benjamin Sparacin carved a circular shadowbox from solid mahogany, and a group of students ordered the brass plaques and medals to be displayed in the shadowbox.

As the students were heading to Yeaton Hall to take photos of the shadow box the public affairs officer informed the students that the family of DC3 Bruckenthal was visiting the Academy. A meeting was arranged with the students and the Bruckenthal family. The students were able to express their gratitude to the family and present them the shadow box dedicated to the memory of their son. The family was overwhelmed with emotion, and Bruckenthal's father left the students with one lasting thought, "Be safe out there."

The shadow box now hangs in Yeaton Hall alongside a shadow box in memory of Signalman First Class Douglas Munro and another in memory of Lt. Jack Rittichier. Its new home is formally known, and rightfully so, as the Hall of Heroes.

Lt. Jason Aleksak, Coast Guard Academy



Ensign Benjamin Sparacin presents a shadowbox dedicated to DC3 Nathan Bruckenthal to Bruckenthal's family at the Coast Guard Academy July 12.



YN2 Victor Almodovar from the CGC Bear carries the youngest migrant of 174 to his waiting mother.

BAHAMAS, Sept. 11 — The 270-foot CGC Bear located a 50-foot wooden vessel holding 174 Haitian migrants 28 miles southwest of Great Inagua here today.

As two small-boat crews from the Bear passed life-jackets to the people aboard the homemade vessel, 29 of the Haitians fell overboard. The small boat crews recovered 28 of the migrants, and another was rescued by an HH-65 Dolphin helicopter from Air Station Miami.

One of the migrants on board the Portsmouth, Va., based cutter told Coast Guard interpreters that he knew of at least five people who had died of suffocation in the hold of the boat and who were buried at sea.

The migrants were given food, water and medical attention as necessary once aboard the Bear.

Seaman Sergio Savain, who speaks Creole and has a Haitian background, helped with the migrants during their stay on the Bear.

"He spent countless hours on the flight deck talking to the migrants and making sure everybody stayed in line," said Ensign Chris Cumberland of the Bear. "He was a valuable asset."

The migrants are scheduled to be repatriated to Port-au-Prince, Haiti.

Story by PA2 Anastasia Burns, 7th Dist. and  
PA3 L.F. Chambers, LANTArea

*When the Southeast was hit by the fourth storm of the season, Coast Guard units were once again called upon to restore order and repair the devastation caused by ...*

# HURRICANE IVAN

## BUOY BOUND

Seaman Jeremy Grubbs, drops a 250-pound cement weight while MK1 Jared Taylor, tosses a channel marker buoy into the water of Mobile Bay, Ala., Sept. 23. Coast Guard aids to navigation teams along the Gulf Region worked to restore navigational aids, which were damaged or missing in the wake of Hurricane Ivan.

## ATON teams come together

**Story and photos by  
PA3 NyxoLyno Cangemi,  
8th Dist.**

While residents and vacationers of Mississippi, Alabama and Florida watched closely as Hurricane Ivan made its way closer to home, members from Coast Guard Aids to Navigation Team Sabine, Texas, loaded a 21-foot boat with equipment and supplies, and prepared for the worst. When the hurricane passed, residents returned home to salvage what they could of their lives while members of the ATON team drove to Alabama, boat in tow, in an attempt to restore order in a time of chaos.

In addition to the devastation on land, Hurricane Ivan destroyed many of the waterways used by commercial shipping and fishing industries, rendering them unsafe. In all, Hurricane Ivan damaged or destroyed approximately 600 navigational aids from Gulfport, Miss., to Panama City, Fla., resulting in the closure of all ports and waterways in the Mobile area.

"During a hurricane, buoys can move and range markers can be destroyed. Our primary focus after a storm like this is to restore the major waterways first," said BMCS Bill Pitts, officer-in-charge of ATON Team Mobile, Ala.

Navigating through the waters without properly marked channels and waterways presented a challenge, especially for the Texas-based ATON team, who were unfamiliar with the area.

BM2 Stephen Rigley, EM3 Pedro Cruz and Seaman Jeremy Grubbs, all members from the ATON team in



Sabine, arrived at Coast Guard Base Mobile Sept. 18 after spending more than seven hours on the road. Physically preparing for the road trip was easy. "We packed our trailer with equipment and supplies, and headed out," Grubbs recalled. But mentally preparing for the ordeal was a much different story. "There wasn't any way we could prepare for what was in store," Grubbs added.

Rigley and Grubbs joined up with MK1 Jared Taylor from ATON team Mobile, loaded their 21-foot boat with additional supplies, and departed Base Mobile en route to a remote boat ramp near Mobile Bay. After an hour, the team found themselves at a dockside restaurant, once populated with customers, now a pile of wood and glass sitting on a parking lot of sand and broken concrete. After they cautiously reversed their boat into the water from the restaurant's boat ramp, the team helped restore the waterways that now lay cluttered with wooden debris.

The extra weight of the 250-pound cement blocks, a spare fuel tank, air compressor and wooden dayboards bogged the aluminum boat to a crawl as they trudged watchfully through the water.

The sun's reflection off the surface of the water merely added to the heat the crew endured on the small ATON boat.

After an hour-long trip through Mobile Bay, Rigley

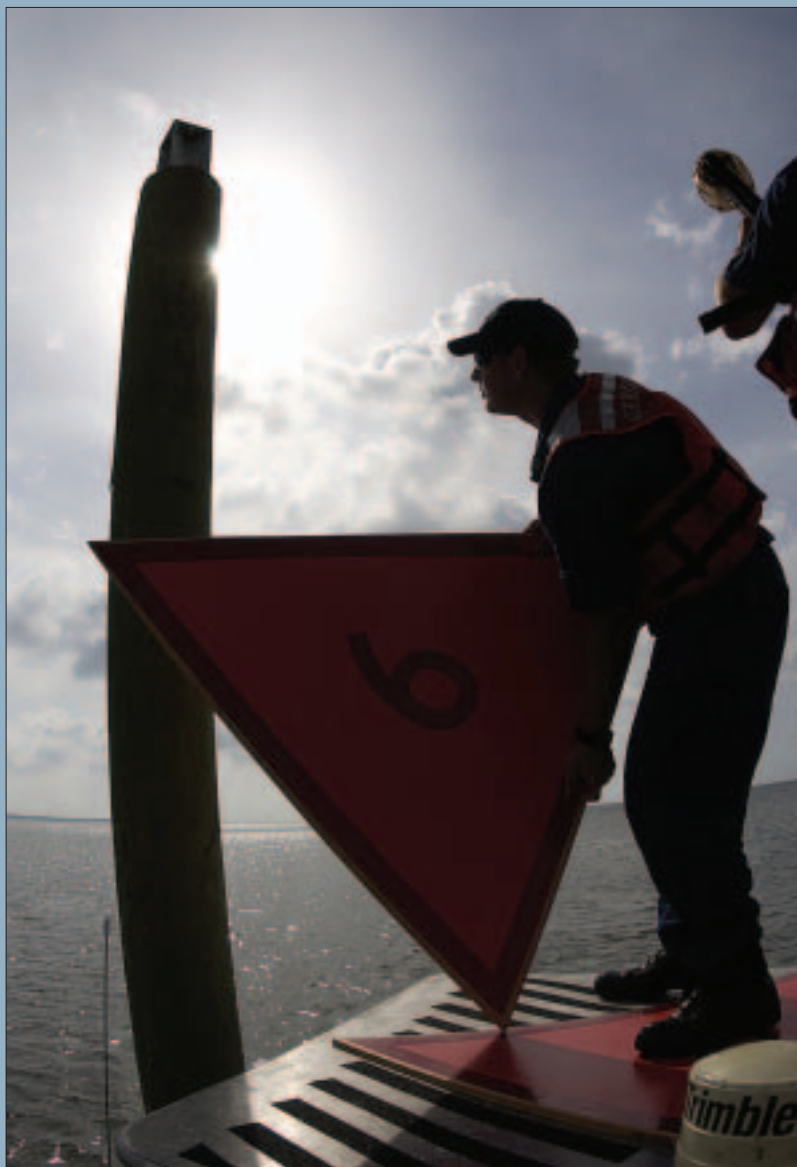


located a bare wood piling jutting from the water and used a global positioning system-enabled laptop computer to identify what type of dayboard the post once supported. Shouting over the sound of the engine, Rigley relayed the information to the rest of the crew. Grubbs quickly assembled a replacement dayboard and stood cautiously at his post on top of the boat's cabin, nail gun in hand, as the boat slowly made its way to its mark. On cue, the boat slowly bumped into the piling while Grubbs rapidly and repeatedly nailed the board into its final position. "We're good," Grubbs shouted over the sound of the nail gun's compressor as Rigley slowly pulled the boat to safer water.

After more than 10 hours of work, replacing more than 20 daymarkers and one channel marker buoy, the team found themselves in the same parking lot where they began and started the hour-long trip back to Mobile. The quiet road trip in the air-conditioned truck was a stark contrast to the noisy boat engine and glaring sun. As Taylor fell asleep, his cheek pressed up against the glass of the passenger side window, Grubbs and Rigley looked forward to a restful night of sleep at a local area hotel, where they would wake up the next morning and continue where they left off.

ATON teams, along with construction and buoy tenders from the Gulf Region, came together and worked as a unified team in response to Hurricane Ivan. Their dedication to service resulted in the reopening of Alabama's ports and waterways to the recreational and commercial boating community Sept. 22.

**RESTORING DAYBOARDS** *Right: MK1 Jared Taylor lifts a red plywood dayboard in the entrance of Mobile Bay, Ala. Bottom: MK1 Jared Taylor hands Seaman Jeremy Grubbs a dayboard, which was nailed to a wooden piling in Mobile Bay, Ala.*



## CG Auxiliary: Pickin' up the pieces and putting them away...

Story by PA3 Stacey Pardini and  
photos by PA2 Kyle Niemi,  
8th Dist.

When Coast Guard crews needed help restoring radio communications after Hurricane Ivan made landfall, the Coast Guard Auxiliary was there, and ready to assist in the recovery process wherever needed.

Three major radio antennas used for marine traffic and running search and rescue cases went down after the hurricane. When a natural disaster strikes, radio communication becomes more critical. Almost immediately, the Auxiliary set up communication centers inside their personal travel trailers, strategically placed them along the coast, and began operations. The mobile communication centers were manned 24 hours a day, providing safety broadcasts to mariners and much needed VHF marine radio monitoring.

"Between 70 and 100 miles of coastal VHF radio coverage would have been lost, in an area stretching from Panama City, Fla., to Pensacola, Fla.," said PO1 Thomas Sudsberry, the assistant operations specialist in charge at Group Mobile, Ala. "These Auxiliarists arrived well trained, equipped, and capable of doing the job with minimal guidance."

As Hurricane Ivan brewed offshore the Coast Guard brainstormed with the Auxiliary and planned their response. After the hurricane ripped through the Gulf, the Coast Guard and Auxiliary put their plan into action.

"Within hours Auxiliary members were on their way," said 8th District Director of Auxiliary, Lt. Cmdr. Robert D. Perkins. "They knew there would be no food, water or electricity in these areas, and without hesitation they went."

Bringing Coast Guard units back to operational readiness proved challenging due to extensive damage to equipment, facilities and minimal availability of Coast Guard personnel immediately following Hurricane Ivan. Coast Guard Auxiliary flotillas from Divisions 1, 3, 4 and 8, including flotillas out of New Orleans, Biloxi and Ocean Springs, Miss., Mobile and Fairhope, Ala., and Pensacola, Fla., rose to the challenge.

Once radio communication was restored, Auxiliarists stood night radio guard at stations, allowing Coast Guard active-duty crewmen to get some much needed rest after long days of being underway and cleaning up around the stations.

"Their exceptional volunteerism came at just the right time," said BMCS Don Coleman, the officer in charge of Station Pensacola. "The crews were completely overwhelmed cleaning up and maintaining search and rescue readiness. Most of our people had no time to attend to their own personal losses, much less rest."

"Auxiliarists everywhere pulled together," said Auxiliary Division 3 Captain Philip Orton. "There were no boundaries, everybody chipped in to do what needed to be done."

The Auxiliary assisted in working with aids to navigation teams using their privately owned boats to conduct waterway surveys, and repair and replace aids.

Coast Guard Auxiliary Flotilla 4-7 Cmdr. Rand Henke worked aids to navigation in Pensacola. "I come from a military family," said Henke. "This was an opportunity for me to serve and give something back."

Members of local flotillas also assisted Station Venice, La., and Station Pensacola cleaning up debris, and bringing food to Coast Guard crewmen who had living off of MREs.

"Auxiliarists integrated into these stations and really became part of the team," said Perkins.

**AUXILIARY IN ACTION** *Right:* Todd Larson, of Auxiliary Flotilla 1-7 in Pensacola, Fla., talks on the phone in the communications center at Coast Guard Station Pensacola Sept. 23. Larson was only one of many auxiliarists who volunteered their time to help active-duty units in Alabama and Florida after Hurricane Ivan made landfall. *Bottom:* Coast Guard Auxiliary Flotilla 4-7 Cmdr. Rand Henke aboard the auxiliary vessel *Mañana* prepares to get underway from Station Pensacola.







## Station Pensacola, Fla., Overcomes Challenges to Remain Semper Paratus

Story by PA2 Kyle Niemi,  
8th Dist.

**O**f all the Coast Guard units along the Gulf Coast, Station Pensacola, Fla., suffered the brunt of Hurricane Ivan with approximately 85 percent of the station being damaged or destroyed.

In preparation for the storm, the station relocated their vessels and evacuated all non-essential personnel. On Sept. 15, the remaining members of the command secured the building, shifted their radio watch to Coast Guard Group Mobile, Ala., and departed the station, located on Naval Air Station Pensacola.

Upon return to the station the next day, the crew found significant water damage and flooding at the station. Nearly everything in the offices and supply rooms on the bottom floor of the building was washed out to

sea, including their workout and weightlifting equipment.

"There was still some stuff in the offices, but nothing that could be saved," said BM1 Travis Sanders, operations petty officer at Station Pensacola.

Sanders described the first few days after the storm damaged the station as, "Chaotic - the crew was in shock at first."

Four of the station crewmembers, including Sanders, completely lost their homes, he said. The command tried to do whatever they could to allow the crew to take care of their families and homes while still working to fix the station, Sanders said. The members in need received financial assistance and temporary housing to accommodate for their losses.

"We're trying to keep things in perspective with our personal lives, but keep the station operational," he said. "I've got a wife and three kids and we lost our place."

Sanders was impressed and grateful with all the assistance the station crew received in the aftermath of





the storm. A Coast Guard emergency response team from Elizabeth City, N.C., brought generators, water, non-perishable food and other supplies. A team from Coast Guard Civil Engineering Unit Miami arrived shortly after the storm to conduct a damage assessment survey of the station. Coast Guard Maritime Safety and Security Team 91112 from New Orleans supplied a small boat and crew for patrols.

Coast Guard Station Pascagoula, Miss., as well as local Coast Guard Auxiliary flotillas, provided watchstanders for their communications center. This assistance enabled the crewmembers to rest or attend to their families and homes while someone else watched the radios. The waterway was closed for about a week following the hurricane, Sanders said.


"Although Station Pensacola's search and rescue requirements for days after the storm were minimal due to storm damage and waterways closures, I was impressed with the crew's resiliency and ability to overcome major obstacles," said Capt. Jake Korn, 8th District, chief of search and rescue.

"They immediately began to reconstitute the station, return boats, make critical repairs, and were search and rescue capable in only two days," he added.

The station's officer in charge, BMCS Officer Don Coleman, said he's never seen a group of young people band together like that in his entire life.

"No matter what was asked of them, there was 110 percent given," he said.


Sanders agrees the command and crew will continue to overcome the damage to their station and their homes to maintain operational capabilities.

"We're in the business of saving lives and we're going to do it," Sanders said. 

**IVAN'S WRATH** *Bottom left:* Station Pensacola suffered major damage from Hurricane Ivan. The small building on the left that used to extend out to the water's edge shows damage caused by the waves. *Bottom right:* Damage can be seen in the main hallway of Coast Guard Station Pensacola, Fla., Sept 23. The station has heavily damaged when Hurricane Ivan hit the coasts of Florida and Alabama.



PA2 KYE NEW, 8TH DIST.

A full-page underwater photograph with a teal tint. Two divers are visible. The diver at the top is wearing a dark wetsuit and a buoyancy compensator, holding a rope. The diver at the bottom is also in a wetsuit, reaching towards a large, dark, cylindrical object, likely a buoy. A thick rope runs diagonally across the frame from the top right towards the bottom left.

**LINKS IN THE CHAIN** Lt. j.g. Stephen Walters (top)  
and FS1 Michael Rawski of the CGC Walnut inspect a buoy  
mooring.

SEAMAN SHANNON CURTIN, STATION HONOLULU



# MAINTENANCE BENEATH THE WAVES

Story by Lt. Cmdr. R.J. Wester, Coast Guard Liaison, 3rd Fleet, USN

The South Pacific islands are a popular destination for vacationers looking to enjoy a wide variety of water sports, including scuba diving. But for the three 14th District buoy tenders, scuba diving is a collateral duty that takes their dive teams to a variety of islands throughout the district.

The cutters, along with the polar icebreakers, are the only Coast Guard cutters with working dive teams. Dive teams are a vital part of the Aids to Navigation program in the 14th District, giving the CGC's Walnut, Kukui, and the soon-to-be-commissioned Sequoia a valuable force multiplier effect and a great deal of flexibility.

The highly flexible, four-to-six-person dive teams operate in a number of different ways. They are primarily employed to work buoys while the ship is moored or anchored nearby. The dive team can load all of their gear into either the workboat or RHI and inspect the surrounding buoys.

Working in pairs underwater, they check chain wear while the positioning petty officer determines if the buoy is on station. If a buoy is on station but its chain is wearing thin, the dive team can disconnect the buoy at the sinker and float the chain to the surface using inflatable lift bags. The boat can then tow the buoy alongside the moored cutter where deck force can bring the buoy and chain on deck for servicing.

"This method of buoy tending offers a very safe and stable platform for the buoy deck," said Lt. Cmdr. Ty Rinoski, commanding officer of Kukui. "It also keeps the ship out of some very tight areas since the smaller buoys mark some pretty unsafe areas for larger ships."

In another scenario, divers can be flown to any of the neighboring islands to service or reposition buoys independent of the cutter. Using a vessel of opportunity such as a tug, station small boat, or Coast Guard Auxiliary vessel, the dive team can position, check and reposition buoy sinkers using large lift bags.

"When Sassafras was in Charlie status and Super

Typhoon Ponsaga came roaring through, it was our dive team that repositioned all of our buoys," said HS1 Phil Roy, who was previously aboard Sassafras until its decommissioning and is now on Sequoia's dive team. "Without the dive team, it would have taken much longer to open Apra Harbor [in Guam] to commercial shipping."

The dive teams also conduct ship maintenance tasks for all 14th District cutters, including underwater hull inspections, propeller de-fouling, pitch calibrations, hull cleanings and underwater searches for lost gear. These tasks offer a great training opportunity for the teams and save the Coast Guard tens of thousands of dollars in contracting costs associated with civilian divers.

So why don't other buoy tenders have this luxury? According to Lt. Matt Funderburk, manager of the Coast Guard's dive program, it's the combination of Area of Responsibility size, numerous aids in shoal water, above-average visibility, lack of smaller, coastal buoy tenders, and optimal conditions for year-round diving.

"A six-person dive team can pack their gear in a C-130 and fly just about anywhere in the Pacific and respond to a discrepancy much faster and with less man-hours than a cutter," said Funderburk.

A prime example of this is how the Walnut's dive team serviced several local buoys as well as a discrepant buoy on both the Big Island of Hawaii and American Samoa all while the cutter was in an extended yard period. In addition, while the Walnut and Kukui were thousands of miles away in Iraq and Guam, a sinking buoy off Kauai needed to be replaced before either cutter would be able to respond. The district cobbled together a team of dive-qualified previous crewmembers of 14th District buoy tenders and quickly replaced the sinking buoy, moved two others, and position-checked three others, all with just four divers and a boat crew.

While the tropical waters of Hawaii may sound like an ideal workplace, it is very demanding, dirty, and potentially dangerous work. Crystal-clear blue

**BUOY TOWING** The CGC Walnut's small boat tows a buoy to the ship for servicing. The dive team disconnected the buoy, and reconnected it after maintenance.



LT. CMDR. RICHARD WESTER, CG LIANSON, USN

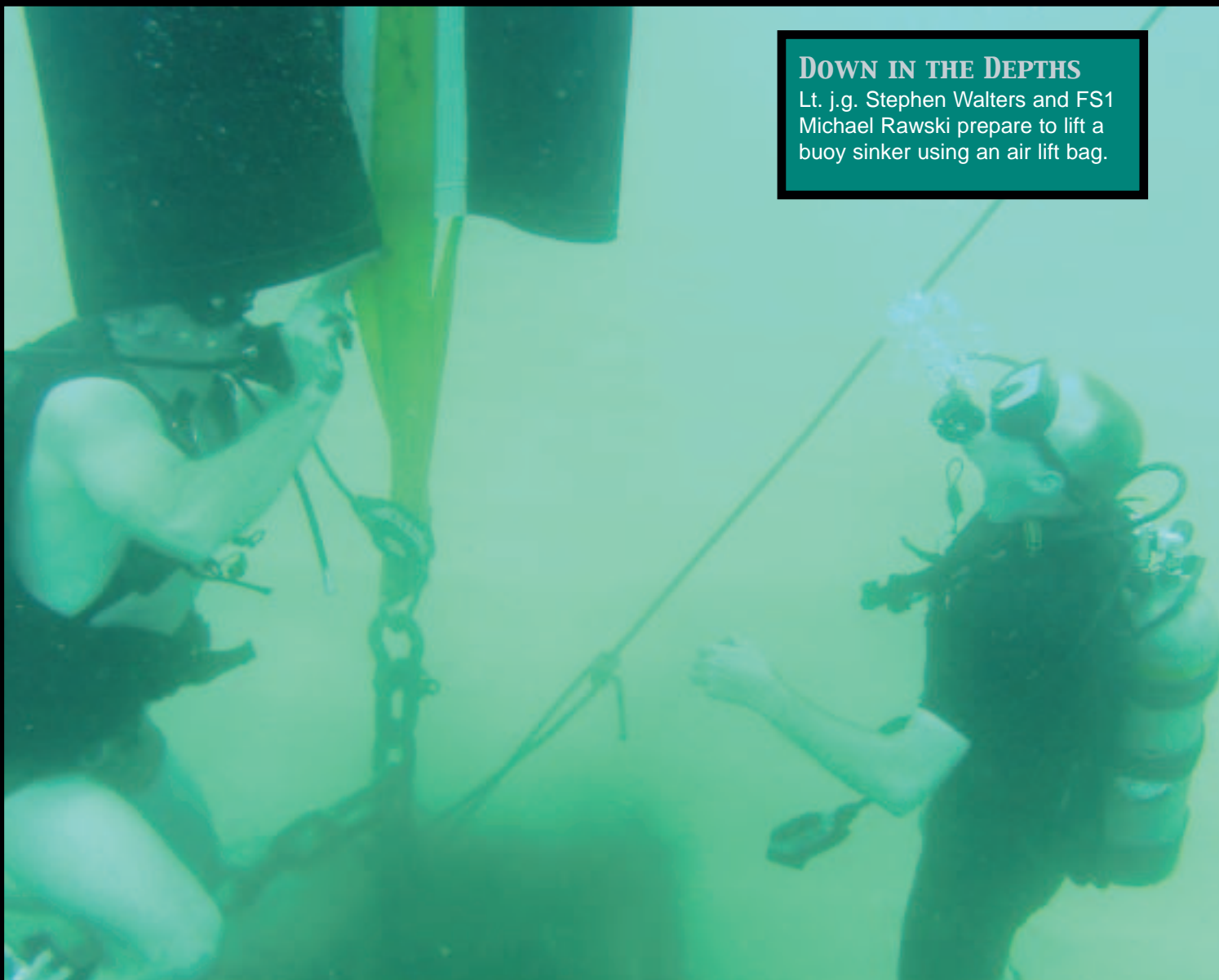
## POLE POSITION

Members of the CGC Walnut's dive team check the position of a buoy on Oahu's north shore using a transportable DGPS device.



SEAMAN SHANNON CURTIN, STATION HONOLULU





## DOWN IN THE DEPTHS

Lt. j.g. Stephen Walters and FS1 Michael Rawski prepare to lift a buoy sinker using an air lift bag.

SEAMAN SHANNON CURTIN, STATION HONOLULU

waters are actually rare in dredged channels where visibility is sometimes less than two feet. The extensive physical requirements alone prevent many from entering the program. But those dedicated enough to refine their swimming skills and get into top physical condition will then attend dive school at either Pearl Harbor Navy Base in Honolulu or the Naval Diving and Salvage Training Center at the Coastal Systems Station in Panama City, Fla.

Initial scuba training is six weeks for divers and 16 weeks for dive officers. The training includes trainees from all five services, and is physically and mentally challenging with daily PT and homework. But once they graduate and earn their dive pins, divers earn

\$140 (\$250 for dive officer) per month in dive pay and unique membership in this growing program.

“Our dive team membership is open to anyone aboard. We’ve had folks from all departments on our dive team, and our FS2 just graduated from dive school,” said Cmdr. Chris Smith, commanding officer of the Walnut. “It’s also a great opportunity for the engineers who want to get directly involved in operations.”

*For more information, check out these Web sites:*

[www.uscg.mil/hq/tqc/1540Diving\\_Descriptions.doc](http://www.uscg.mil/hq/tqc/1540Diving_Descriptions.doc)

[wwwnt.cnet.navy.mil/ndstc/](http://wwwnt.cnet.navy.mil/ndstc/)

[cgweb.comdt.uscg.mil/g-ocu/programs/CG-Diving.htm](http://cgweb.comdt.uscg.mil/g-ocu/programs/CG-Diving.htm)

**BACK TO SCHOOL SAILS** The CGC Eagle trained about 630 officer candidates and cadets in seamanship, navigation, ship handling, and leadership during its 2004 summer deployment.



**S**tanding at 5 feet, 5 inches, Lt. Cmdr. Andrea Marcille has been given a job of gigantic proportions. Spoken of fondly by her crew as "one of us," "down to earth," and "a first-rate ship driver," she will also be known as the first female executive officer of the CGC Eagle, the only active ship in the U.S. Armed Forces powered by sails.

Indicative of the fact that the Coast Guard has consistently shown a commitment to equality well beyond mere tokenism, the service placed Marcille into

one of its highest-profile positions, second in command of a one-of-a-kind national treasure.

Not only is her position and unit special to the Coast Guard, so is her mission: to use the Eagle and the art of traditional sailing as the platform to train the Coast Guard's future officers in traditional seamanship, navigation, leadership and teamwork.

A 1989 Coast Guard Academy graduate, Marcille knows the mission well and doesn't take it lightly.

"I remember the Eagle when things were harder on





# EAGLE EXECUTIVE

Lt. Cmdr. Andrea Marcille  
becomes the first woman to  
serve as executive officer aboard

Story and photos by PA2 A.R. Rask,  
Coast Guard Reserve

cadets,” said Marcille. “Cadets didn’t often find fun in what they were doing, and the experience wasn’t always thought of as positive. I see my role as helping them see the value in the training program, by better defining what their role is here and by showing them what camaraderie among shipmates is and how rewarding that can be.”

By her one-year anniversary aboard the Eagle, Marcille had overseen the training of more than 800 officer candidates and academy cadets in eight months

of underway time.

The Eagle’s mission of officer training is one for which Marcille is well qualified. Before assuming her duties as the Eagle’s executive officer in July 2003, Marcille served as instructor of maritime law enforcement at the Coast Guard Training Center in Yorktown, Va.; as operations officer of the CGC Chase; and as commanding officer of the CGC Pea Island.

In Cape May, N.J., Marcille was chief of the performance technology branch at Coast Guard Recruit



**TIP OF THE CAP** Lt. Cmdr. Andrea Marcille, first female executive officer of the CGC Eagle, leads cadets aboard the cutter in cheering for a departing crewmember during the cutter's visit to Saint John, New Brunswick.

Training Center. She holds a Bachelor of Science degree in civil engineering and a Master of Science degree in instructional systems technology.

"She's one of the most competent people I've sailed with," said Lt. Cmdr. Dale Bateman, teacher of leadership ethics who taught on the Eagle for the summer. "She's so good at what she does that she's all the more effective in a training environment."

Lt. Pete Niles, the Eagle's operations officer, said, "Lt. Cmdr. Marcille does not walk in fear of the ground breaking role she fills, but embraces the challenge and makes others perform to their best ability."

"I love ship handling, and I really enjoy training," said Marcille. "So, Eagle was a really good fit for me. I love being able to coach a cadet or junior officer through a successful sailing or mooring evolution.

Eagle doesn't have as many tools as other afloat units. We don't have two engines or a bow prop, so we're much less maneuverable, which makes it that much harder. That's the fun of it."

"It's great to see a female in such a high profile position, training the Coast Guard's future leaders," said Bateman. "There's truly nothing a woman can't do in the Coast Guard."

As executive officer, Marcille is second in command. Capt. Eric Shaw, Eagle's commanding officer, states how strongly he believes in Lt. Cmdr. Marcille's capabilities.

"The most important relationship in a ship is that between the commanding officer and the executive officer," said Shaw. "If that clicks, the entire ship performs well. Any success Eagle enjoys can be traced directly to Lt. Cmdr. Marcille's team spirit, dedication to the crew and our trainees, and superior nautical expertise. They make her a stellar second-in-command."

Marcille's span of knowledge must be wide in order for her to be successful in her position.

"I have to be informed of every operational, engineering, deck force, and supply issue in the works," said Marcille. "I have to be ready to assume command if necessary."

In addition, she is responsible for the training and professional development of her 60-member crew and for the hiring of 40 or more additional temporary active duty, reserve, and Auxiliary members during summer training months — a responsibility she takes seriously.

"I make sure that Eagle reaches her mission, but also that those who serve her reach their missions as well, both professionally and personally," said Marcille.

With her crew, Marcille chooses to take an active interest in who they are and what they're about.

"As XO, that's your role," said Marcille. "What's important to the crew is what's important to you, or it should be. I think I learned that back at MLE school. I realized that as a leader, you have to be available and take an active interest. And people in the Coast Guard are so neat, so it's easy to be interested. You can learn something from everybody. You don't get that ashore because it's not the same level of interaction."

With her permanent crew, Marcille is not only known for being tough as nails and true to her word but also for her humor and quick wit.

Connecticut-born, but quick to sport a thick "Coffee Talk—"style Long Islander accent for a range of situations — from hosting morale events to





entertaining nautical questions or discussing sail maneuvers on the bridge, Marcille adds a bit of levity to every occasion and is the most eager to cheer and encourage during the Eagle's traditional Square Rigger Olympics competitions.

Marcille is also sought out for her friendly ear and kind spirit — one that understands tough times and seeks out the opportunity to encourage others to drive on despite obstacles in their path.

"I am from a military family, and we didn't have a lot," said Marcille, the middle of five children. "I think it's important for people to have an appreciation for where they came from and to help people in the same spot you were in way back when."

With rack space occasionally left available on the Eagle, Marcille actively seeks out less privileged high schoolers to sail aboard and find new horizons on the open ocean.


"I believe in the value of role models and still look for opportunities to let these kids know that it doesn't take some magic recipe," said Marcille. "You don't have to have a lot of money or the right connections to find something you love or something you're good at."

Aboard the Eagle, Marcille says she's found something she loves. Up early every morning, she looks forward to grabbing a cup of coffee and heading up to the bridge to find out what's in store for the day.

Although she admits she'd like to stay aboard the Eagle for another two-year tour, she feels her position is an opportunity she wouldn't want to take away from somebody else.



**EAGLE EYE** Top: Capt. Eric Shaw (left), the Eagle's commanding officer, and Lt. Cmdr. Andrea Marcille, the Eagle's executive officer, direct the tall ship into port. Bottom: Marcille aboard the Eagle during the 2004 summer deployment.

"It's been amazing; like none other," said Marcille. "I wouldn't want the next XO to miss out on this." 

# Enlisted mutual transfer SWAP SHOP

Swap shop submissions should include your rate, first and last name, phone number, present unit — including city and state — and desired location. E-2s are ineligible. If multiple desired locations are listed, they will be printed in order of submission as space allows.

Submissions are published once and must be resubmitted to appear again. Mail to: ATTN: Swap Shop, *Coast Guard* magazine, Commandant (G-IPA-1), U.S. Coast Guard, 2100 2nd St., S.W., Washington, DC 20593-0001.

Name	Unit	Desired Location	Phone
GM1 Tajana Usry	PSU 301, Cape Cod, MA	Any unit in the 7th District	(508) 947-7866

## CGMA announces new benefit

Coast Guard Mutual Assistance has partnered with Armed Forces Services Corporation to make lifetime benefit and entitlement information services available to the surviving spouse and/or dependent children of Coast Guard members who die on active duty or when drilling under Reserve orders. The cost of this service is paid by CGMA.

AFSC has unique proprietary software that calculates, integrates, and projects a lifetime stream of government survivor benefits. With the family's approval and working

through the Compensation Division at Coast Guard Headquarters and Coast Guard Casualty Assistance Officers, AFSC will:

- Provide an immediate analysis of available benefits and answer questions about survivor benefits.
- Assist in filing for a Survivor Benefit Plan, Department of Veterans Affairs Dependency, Indemnity Compensation, educational assistance, and Social Security benefits, as appropriate.
- Initiate and process claims for commercial life insurance.

• Provide a benefits printout annually to the family, reflecting new benefits amounts such as cost of living increases, law changes, etc.

• Notify the family of law changes that affect their benefits and assist in applying, if applicable, throughout the spouse's lifetime.

• Provide notice of benefit entitlements upon attainment of eligibility such as children's VA education benefits, Social Security, etc.

• Provide counseling to the surviving spouse.

CGMA

## chuckles



**Promoted recently?  
Receive an award?**

Remember, the folks back home care about YOU

Let family and friends back home know about your accomplishments.

See your Public Affairs Officer and fill out a Fleet Home Town News release form.



# Old 8x10

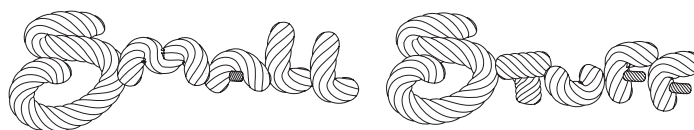


## CGC Boutwell

This photo, taken in 1892, shows the first Revenue Cutter Service vessel to carry the name Boutwell. The steamer was built in 1873.

This iron-hulled vessel was fitted with unusual machinery in which the two cylinders could operate independently or together as a compound engine.

The Boutwell was constructed for the southern coast. It was driven aground by a hurricane in 1881 and refloated. The Boutwell was decommissioned in Baltimore, Md., and sold Oct. 23, 1907 for \$2,010. Story and photo courtesy of the Coast Guard Historian



## Lifeboat giveaway

The city of Superior, Wisc., is trying to give away a 36-foot Coast Guard motor lifeboat to anybody willing to transport it. If the boat does not find a home it will be destroyed. This is a magnificent part of our Coast Guard history, and it would be a shame to let it be thrown away.

Anyone interested in owning this piece of Coast Guard history should contact:

SK3 Jeremy Augusta

U.S. Coast Guard

Station Duluth

Duluth, MN 55802

(218) 720-5412

[jaugusta@staduluth.uscg.mil](mailto:jaugusta@staduluth.uscg.mil)

Pictures are available upon request.

Station Duluth



## Tips to ease TRICARE changes

While the transition to the new TRICARE contracts will make a strong program better and ultimately result in higher patient satisfaction, some beneficiaries may experience occasional transition challenges such as long wait times when calling their new regional contractors.

Some tips for assessing TRICARE information include conducting business online whenever possible, calling during non-peak hours and visiting TRICARE Service Centers for face-to-face assistance.

Each regional contractor has made conducting business online easy and fast. Beneficiaries may enroll or change enrollment information online, search for providers in their local area, and find a wealth of information on the health plan as well as links to other key sites for information on claims processing and online appointments. Additionally, TRICARE Service Centers are available in many areas to provide face-to-face assistance and comprehensive information about the program.

Of course, beneficiaries are also welcome to call



their regional contractor, recognizing that they might experience longer wait times due to high call volume during transition. As always, some days have a lower call volume and, whenever possible, beneficiaries should consider calling on days when the volume of calls tends to be lower. For example, Mondays typically have the largest volume of calls. Thursdays and Fridays have the least calls, making these days the best for gaining quick access to information beneficiaries need.

The regional contractor Web sites and telephone numbers are:

TRICARE North - [www.healthnetfederalservices.com](http://www.healthnetfederalservices.com)  
1-877-TRICARE (1-877-874-2273)

TRICARE South - [www.humana-military.com](http://www.humana-military.com)  
1-800-444-5445

TRICARE West - [www.triwest.com](http://www.triwest.com)  
1-888-TRIWEST (1-888-874-9378)

It is also important for beneficiaries to keep their Defense Enrollment and Eligibility Reporting System information updated. Failure to keep this information current may result in future provider and pharmacy service denials of care, returned TRICARE health care claims, and undelivered updates about the transition.

Beneficiaries may obtain additional TRICARE information on the TRICARE Web site at [www.tricare.osd.mil](http://www.tricare.osd.mil) or the TRICARE Online Web site at [www.tricareonline.com](http://www.tricareonline.com).

TRICARE Management Activity





## Housing

The only government housing for married members is through the Groton Naval Submarine Base. Local rent averages between \$600-\$1,050 for a 2-3 bedroom apartment or townhouse.

## Education

The unit is located on the Avery Point Campus of the University of Connecticut. Connecticut College, Mitchell College and Three Rivers Community College are also nearby.

## Facilities

The Coast Guard Academy in New London has an exchange, a gym, a clinic and an MWR office. The Navy Submarine Base in Groton has a commissary, an exchange, a movie theater and more.

## Weather

Temperatures in New England range from the 10's to 50's in the winter, and from the 50's to 90's in the summer. During deployments to Newfoundland, blizzard conditions can be somewhat normal early each ice season.

# Greetings from the International Ice Patrol

The International Ice Patrol, located in Groton, Conn., performs a unique and rewarding mission. Formed after the sinking of the RMS Titanic in 1912, IIP monitors the iceberg danger in the vicinity of the Grand Banks of Newfoundland and provides the limits of all known ice to North Atlantic mariners when the danger of iceberg collision exists.

While assigned to the Ice Patrol, individuals can expect to gain skills in oceanography, meteorology, computer-based modeling, and the use of both standard and nonstandard computer systems. Members also gain practical experience in areas of public affairs, computer operations, and radar image interpretation.

Qualification expectations are broken into two areas: operations center and Ice Reconnaissance Detachments. The operations center in Groton, Conn., is staffed by a duty watch officer and a watch stander during the ice season, which typically runs from February to July. Active duty personnel can expect to deploy with IRD's to St. John's, Newfoundland, for approximately nine days every four to six weeks during the ice season. IRDs consist of four-person teams made up of a tactical commander, a radar ice observer and two visual ice observers. All qualified IRD members are authorized to wear the Aircraft Mission Specialist insignia.

IRDs deploy on a Coast Guard HC-130H from Air Station Elizabeth City, N.C., and work hand in hand with the aircrew to assess the distribution, locations, sizes, and shapes of icebergs, and to deploy oceanographic equipment used for research of the operational

environment. The iceberg information is sent to the OPCEN in Groton where a computer model of the iceberg distribution is run, allowing IIP to predict the location of the icebergs and to issue warnings to North Atlantic mariners.

To qualify for deployment, personnel must pass a flight physical before reporting, complete Low Pressure Chamber training during their first year at the unit, and pass an annual swim test.

IIP is co-located with the Coast Guard Research and Development Center and the Marine Safety Laboratory on the University of Connecticut Avery Point Campus in Groton, Conn. It is centrally located between Boston and New York City. Both are about two hours away. Nearby Hartford, Conn., and Providence, R.I., offer great opportunities for dining and entertainment. Block Island, Cape Cod, Martha's Vineyard, and Nantucket are all close by as well.

Two large casinos are within a 30-minute drive, and numerous sporting teams are nearby, including the Norwich Navigators (minor league baseball), the Hartford Wolfpack (American Hockey League), the Connecticut Sun (WNBA), and the New England Patriots. Other attractions in the area include Mystic Seaport, Mystic Aquarium and Institute for Exploration, many beaches, parks, campgrounds, skiing, hiking, river cruises, and much more.

For more information, please visit our Web sites:

Internet: [www.uscg.mil/lantarea/iip/home.html](http://www.uscg.mil/lantarea/iip/home.html)

Intranet: <http://cgweb/iip/>

Story by Lt. Cmdr. Byron Willeford, International Ice Patrol

## FLYING ON AN EAGLE

Coast Guardsmen aboard the CGC Eagle lower the cutter's largest American Flag, 30 feet by 60 feet, during a 2004 summer deployment.

Photo by PA2 A.R. Rask,  
Coast Guard Reserve

